

BookletChart™

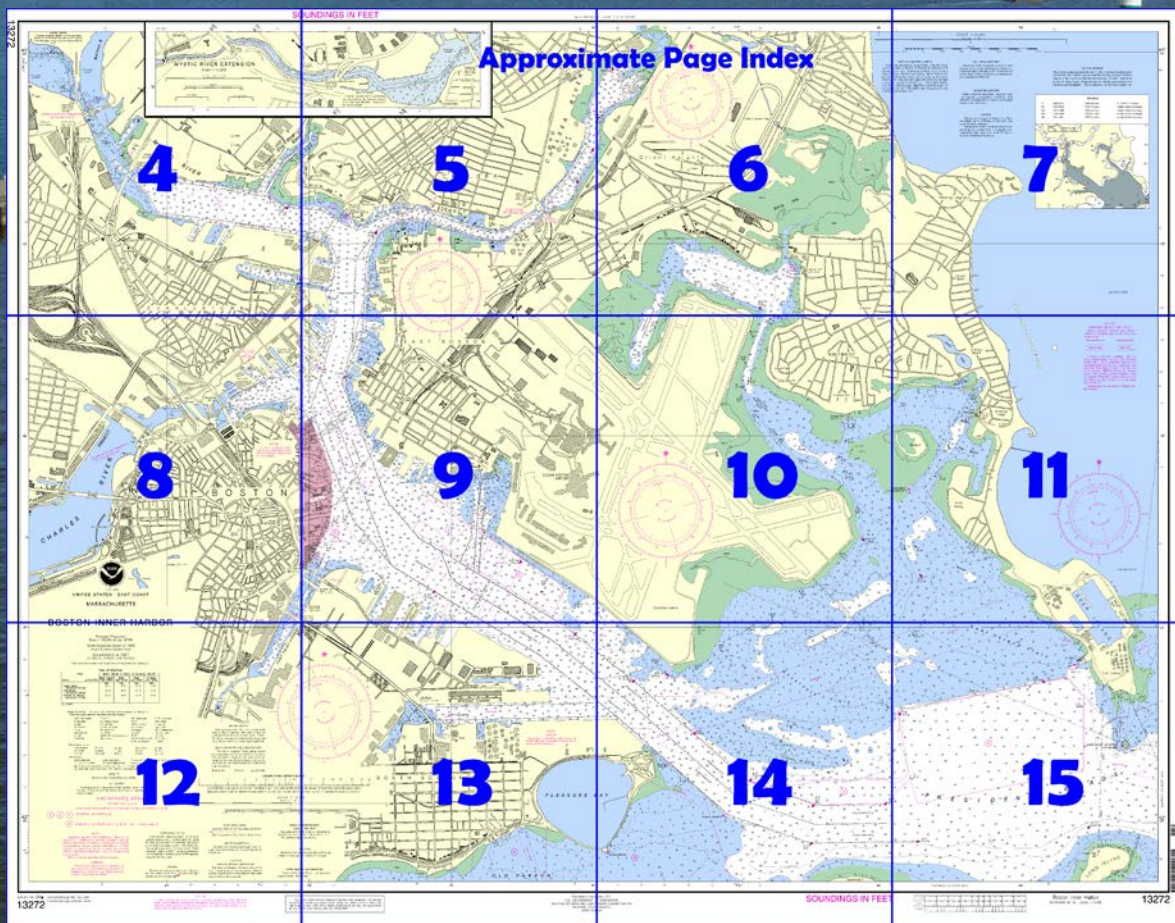
Boston Inner Harbor NOAA Chart 13272



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

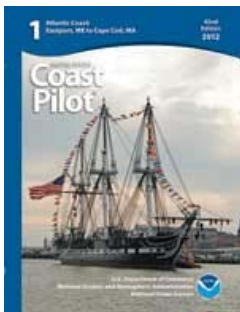
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13272>



(Selected Excerpts from Coast Pilot)

Pleasure Bay, just westward of Castle Island, is closed by an earth-filled dam extending from the southern end of the island to the jetty light southeastward of **City Point**.

Reserved Channel, 0.5 mile northwestward of Castle Island, is a dredged unmarked channel which leads westward from the Boston Main Channel for about 1 mile. In 2007-2008, the channel had a controlling depth of 34.8 feet. A fixed bridge near the

head of the dredged channel has reported clearances of 40 feet (horizontal) and 6 feet (vertical).

There are modern and extensive freight terminals on the north and south sides of Reserved Channel; these facilities were described earlier in this chapter under Wharves, Boston Harbor.

Fort Point Channel separates Boston proper from South Boston. A dredged channel leads from the entrance to the Summer Street Bridge. In 1981, the controlling depth was 11 feet to the Northern Avenue Bridge; thence in 1978, 15 feet to the Summer Street Bridge, except for shoaling to 14 feet at the east abutment of the Northern Avenue Bridge. Using the chart, Fort Point Channel is navigable to just below Dorchester Avenue Bridge. Vessels bound for Fort Point Channel may require the assistance of a tug.

Fort Point Channel navigable section is crossed by four bridges. Northern Avenue Bridge, at the entrance, has a swing span with a clearance of 7 feet. Deeper water is found under the east draw. (See **117.1 through 117.59 and 117.599**, chapter 2, for drawbridge regulations.) Moakley bridge, a highway bridge just above the Northern Avenue bridge, has a fixed span with a clearance of 16 feet. The Congress Street Bridge has a fixed span with a clearance of 6 feet, and the Summer Street Bridge has a fixed span with a clearance of 8 feet.

Anchorage.—A **special anchorage** is on the west side of the entrance to Fort Point Channel. (See **110.1 and 110.30 (m)**, chapter 2, for limits and regulations.)

Charles River, on the western side of the harbor between Boston proper and Charlestown, is the approach by water to **Cambridge** and **Watertown**. The entrance of the river to the Charlestown Bridge, the first bridge, has a controlling depth of 25.9 feet. A wreck, covered 32 feet, is near the middle of the entrance and an obstruction, covered 13 feet, is near the southern limit of the channel, 240 yards east of the bridge.

Charles River Dam is about 0.55 mile above the entrance to the river. The dam has three locks; the large north lock has a usable length of 300 feet and width of 40 feet with 14 feet over the sill; the other two locks have usable lengths of 200 feet with widths of 25 feet and 6 feet over the sills. An overhead walkway with a monorail beneath it across the downstream end of the locks has a least clearance of 26 feet. A second dam is about 1 mile above the entrance. The dam has a single lock with usable dimensions of 350 feet length and 45 feet width with 17 feet over the sill. The lock is no longer in use and is maintained in the open position. (See **207.10**, chapter 2, for regulations governing the use, administration, and navigation of the locks.) The controlling depth between the two dams is 15 feet.

A "no wake" **speed limit** is enforced between the entrance to Charles River and the Charles River Dam.

Charles River above the dams is maintained at a height of 7.2 feet above mean low water. In 1964, it was reported that there was a controlling depth of 15 feet to Arsenal Street Bridge, thence 3 feet for 2 miles to the head of navigation at Galen Street Bridge in **Watertown**. In 1976, shoaling to 1 foot was reported about 0.5 mile upstream from the Arsenal Street Bridge. In 1979, it was reported that 5 feet could be carried by favoring the north bank. Mariners are advised to use caution while navigating in this area. The river above the dams is used by many yachts and small craft. No toll is charged for passage through the locks. There are four yacht clubs on the river, some college sailing and rowing clubs, a large marina below the dams and two public float landings above the dams. Pumpout facilities are available at Cambridge and Watertown.

Above the upper dam, Charles River is crossed by 12 fixed bridges. The Longfellow Bridge just above

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

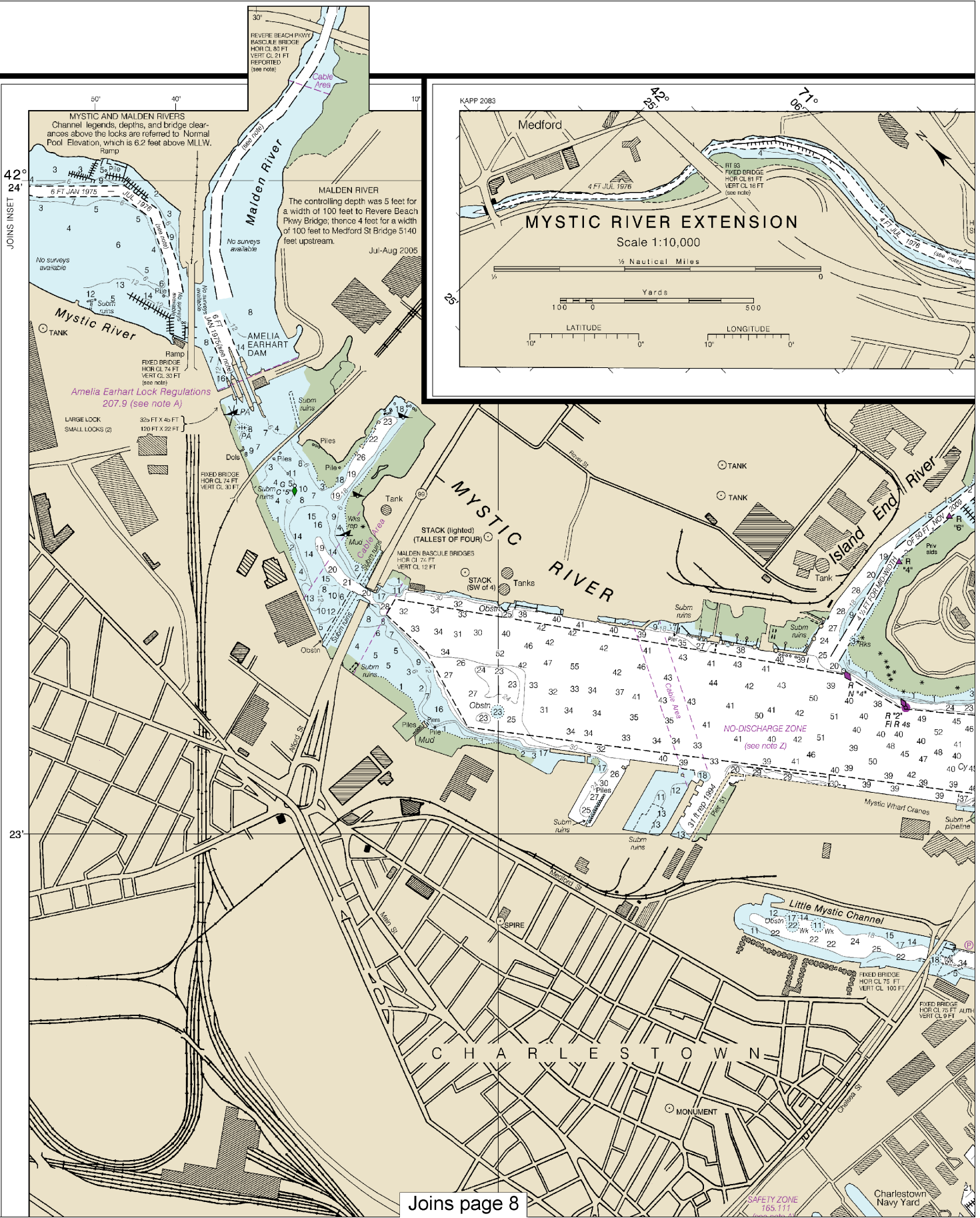


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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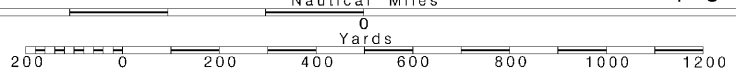


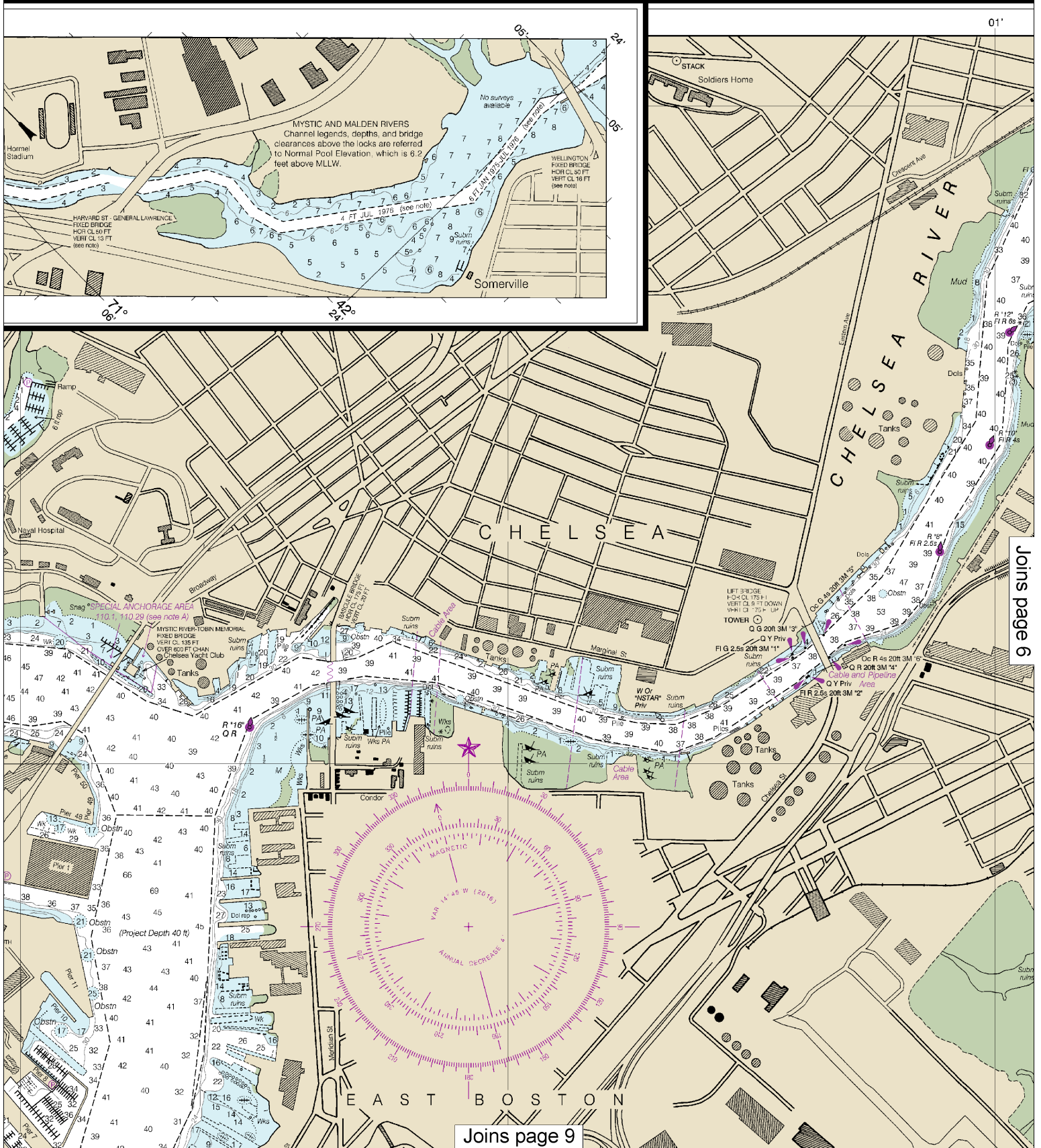
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Printed at reduced scale.

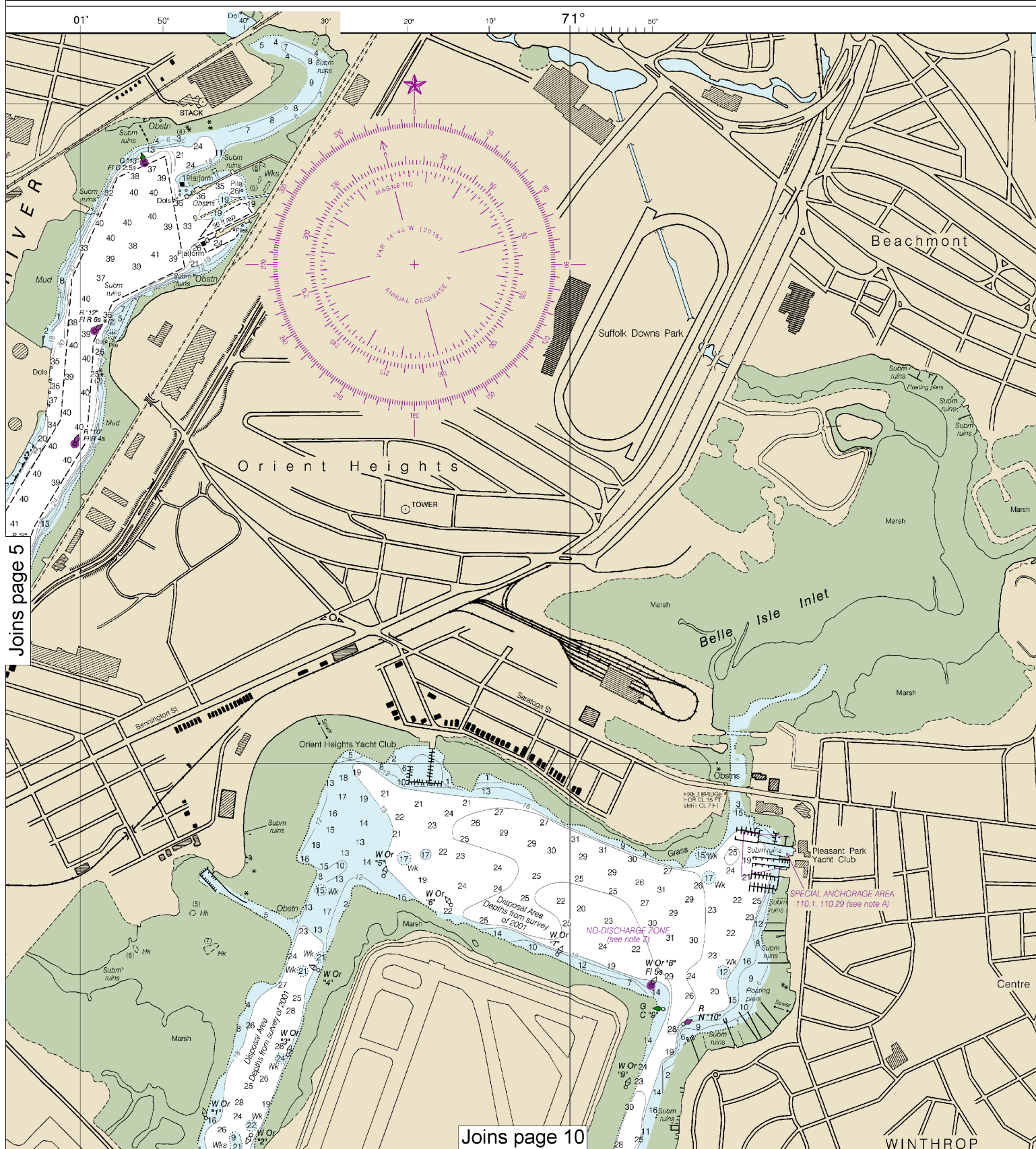
SCALE 1:10,000

See Note on page 5.





This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:14285. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

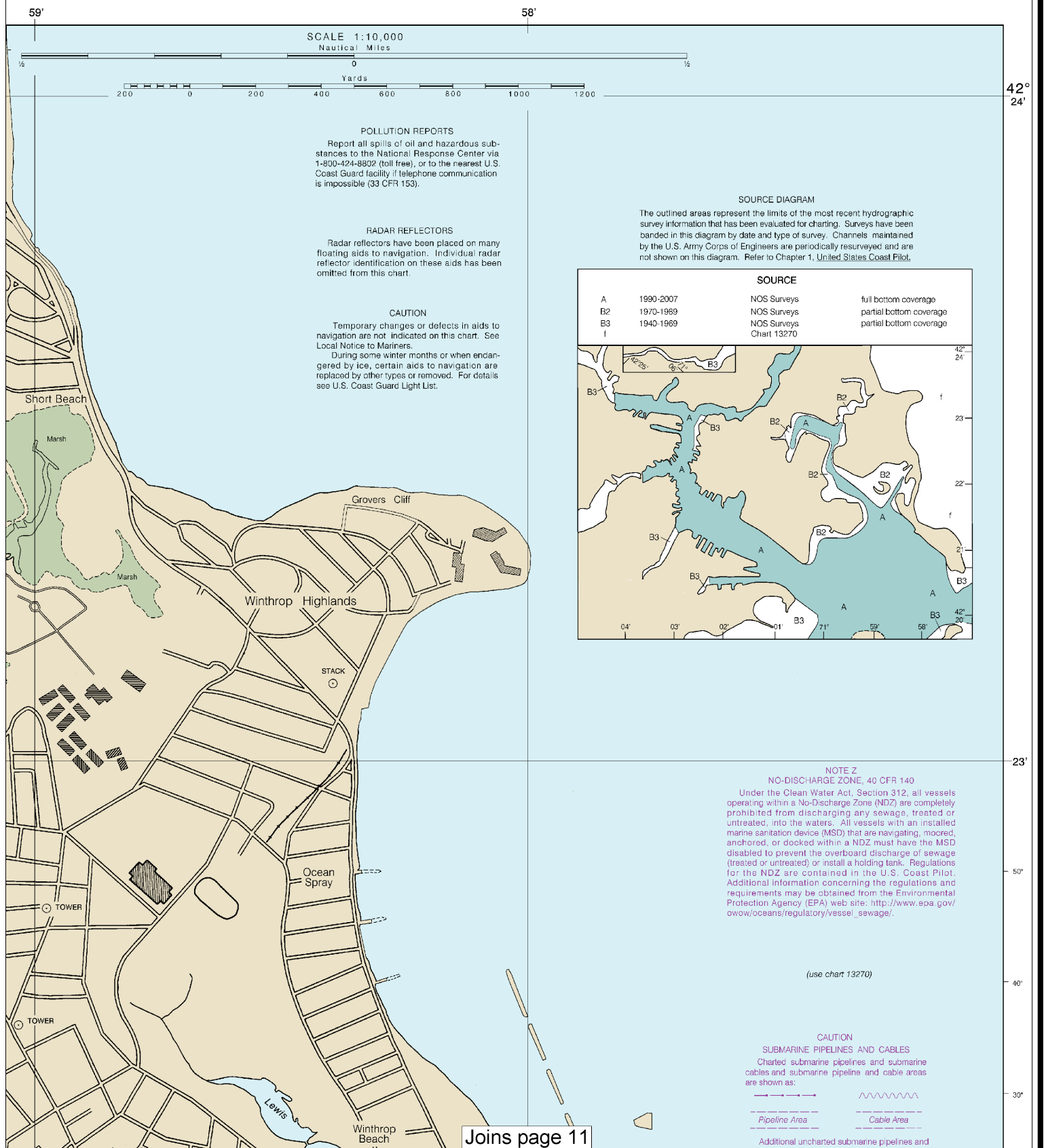
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See Note on page 5.

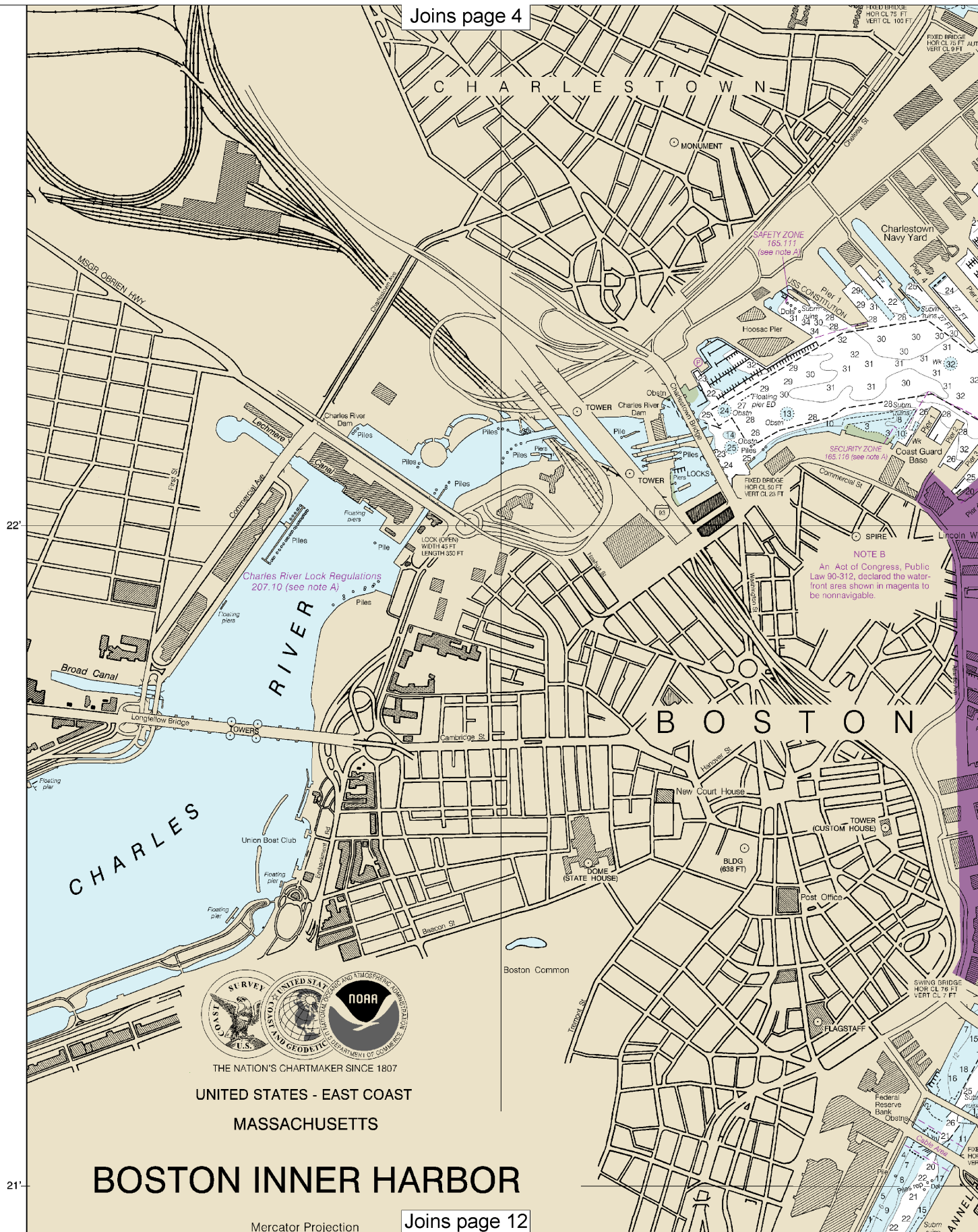
Nautical Miles

Yards

200 0 200 400 600 800 1000 1200



Joins page 4



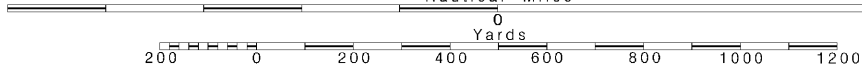
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:10,000~~
Nautical Miles

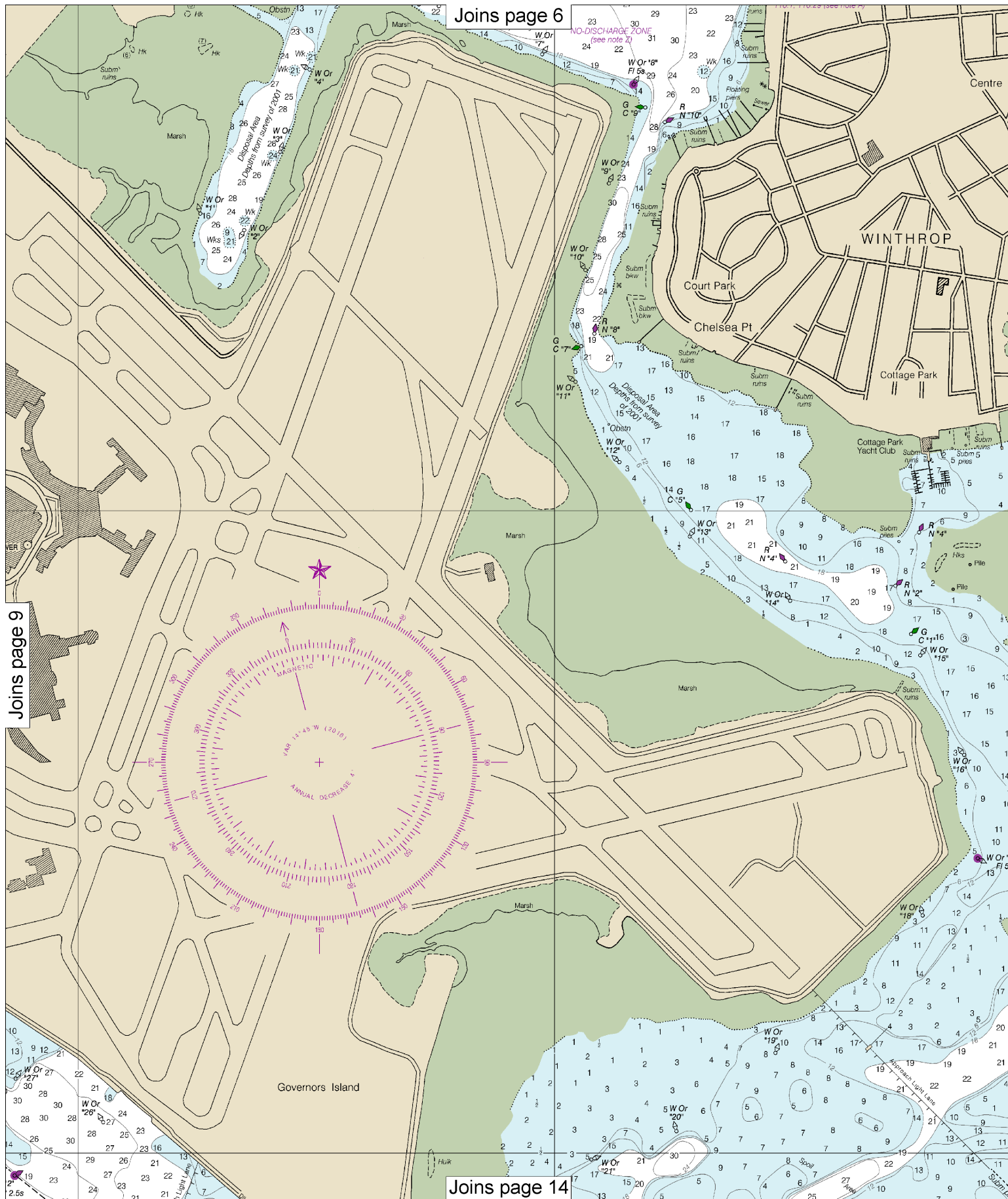
See Note on page 5.





Joins page 6

Joins page 9



Joins page 14

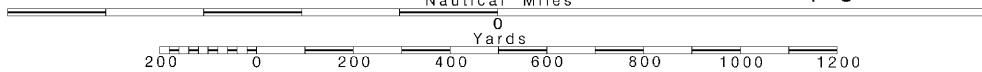
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:10,000~~
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

BOSTON INNER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 42°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION				
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Charlestown	(42°22' N/71°03' W)	feet 10.2	feet 9.8	feet 0.3
Chelsea St. Bridge	(42°23' N/71°01' W)	10.3	9.9	0.3

Dashes (---) located in datum columns indicate unusable datum values for a tide station. Real-time water levels, coordinates, and tidal information are available at www.mnwr.com.

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Aug 2016)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	M mouse code	R RH radio tower
A alternating	Q interrupted quick	N nun	Ror rotating
B black	S isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	O orange	St M statute miles
DIA diaphone	m minutes	Q quick	VN very quick
F fire	QRO TR microwave tower	R red	W white
F flashing	Mk marker	Ra Ref radar reflector	WHY whistle
		Rn Rn radar beacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported

21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
22, Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

ANCHORAGE AREAS

110.138 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGE

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.351" northward and 1.819" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SUPPLEMENTAL

Consult U.S. Coast
supplemental information

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This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discuss
about this chart at <http://www.nauticalcharts.noaa.gov>

53rd Ed., Sep. 2016. Last Correction: 9/27/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

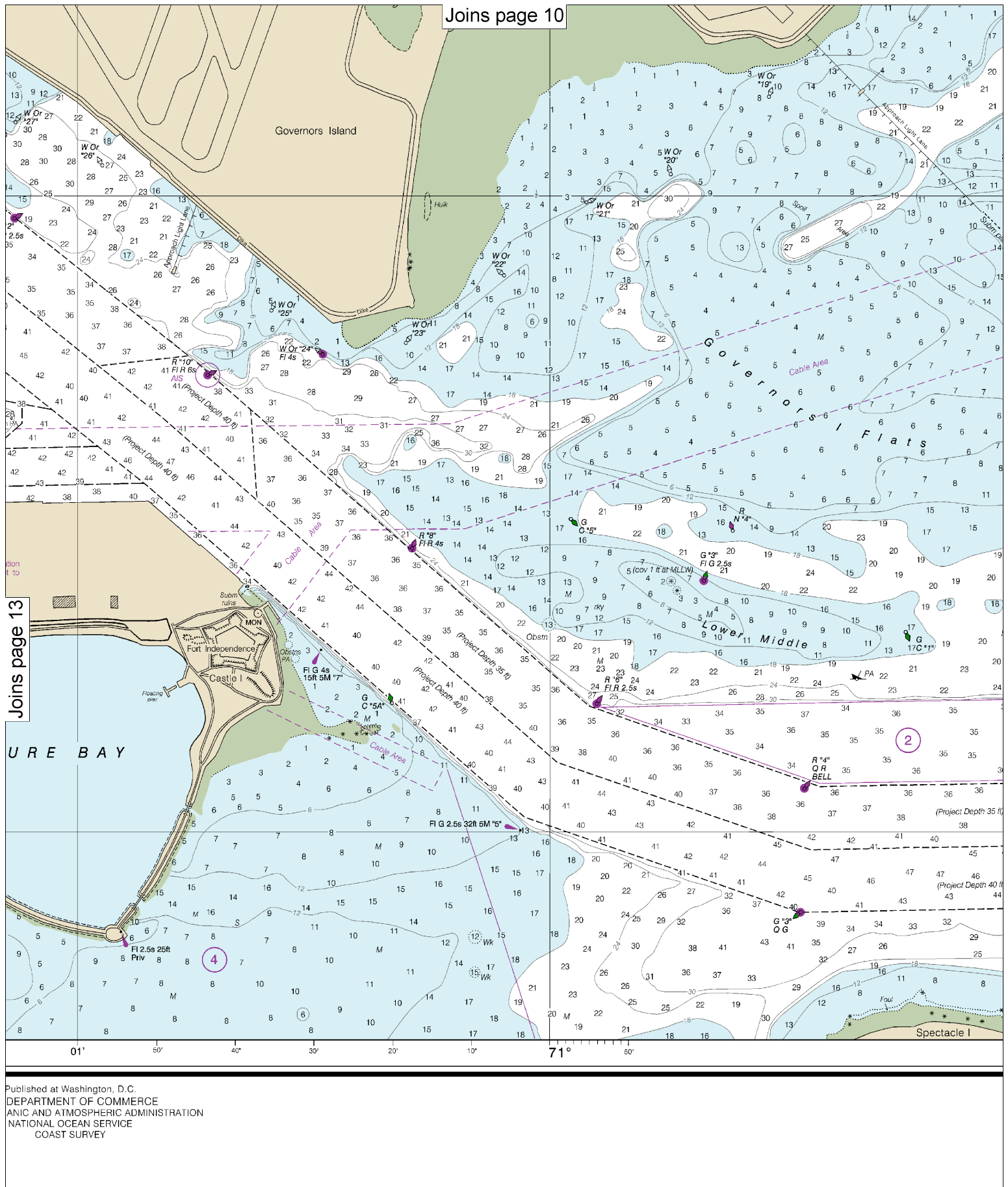
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:10,000~~
Nautical Miles

See Note on page 5.

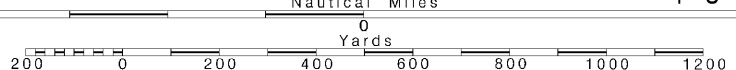


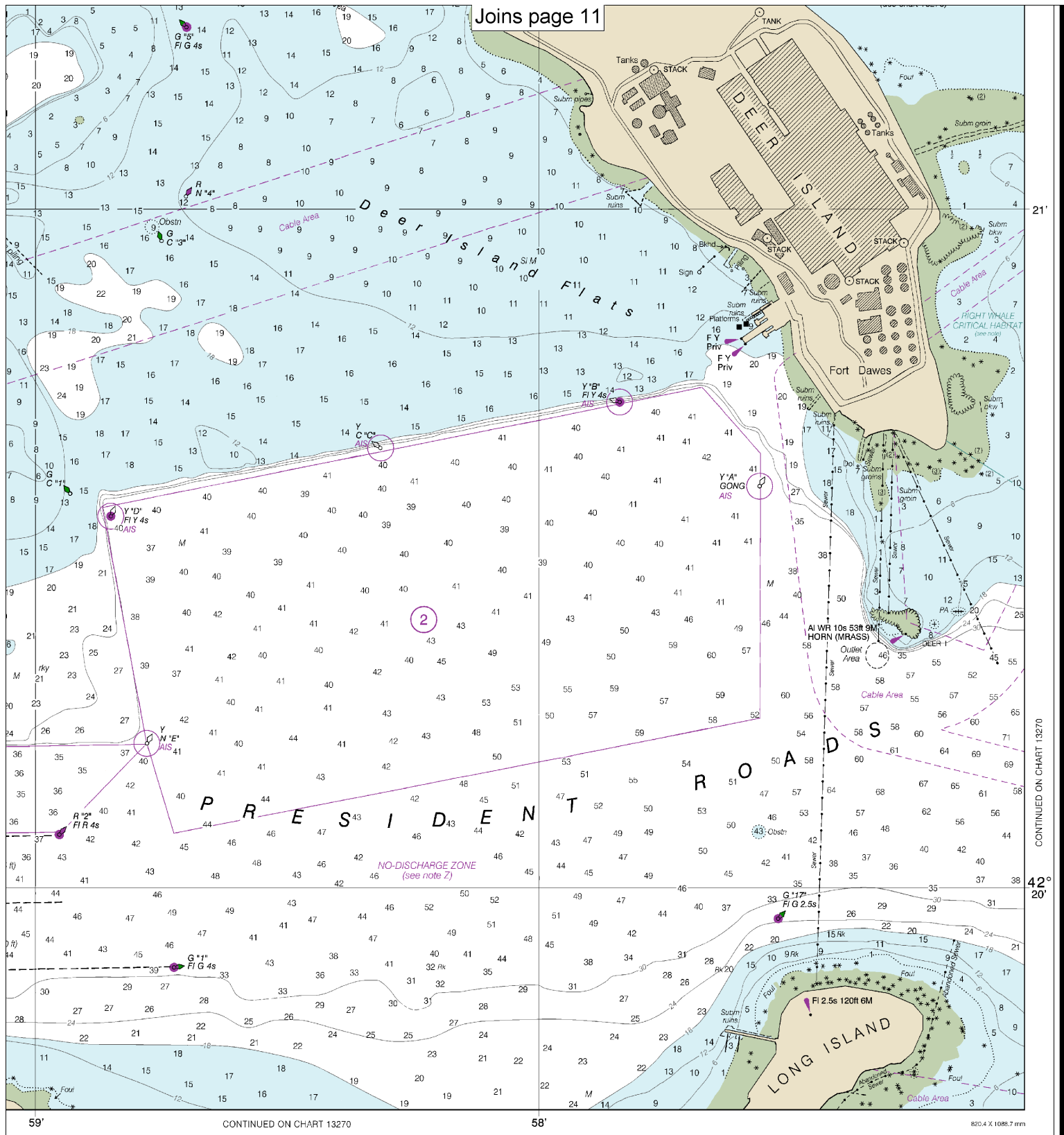
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	13	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Boston Inner Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.